

SECRET

9 August 1960

MEMORANDUM FOR: Chairman, USIB Committee on Exchanges

SUBJECT: Inland Waterways Exchange

In response to your telephone request, the salient elements of the Inland Waterways Exchange are as follows:

a. The exchange was proposed orally by the Soviet Embassy to the Soviet and Eastern European Exchanges Staff, Department of State, on 1 March 1960. The Department, in turn, sought the advice of the intelligence community and asked [] for a position. The matter was considered by an ad hoc subcommittee on transportation of the EIC, which orally reported to the USIB Committee on Exchanges on or about 15 March 1960, that an exchange in this field would be to the net intelligence advantage of the US if properly negotiated. This position was accepted by the USIB Committee on Exchanges and reported to SES, Department of State, by memorandum dated 18 March 1960. This memorandum was accompanied by a report indicating the type of itinerary desired by the intelligence community in the USSR.

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b. Upon receipt of this advice, the Department of State addressed an aide memoire to the Soviets on 30 March 1960, endorsing the exchange in principle and setting forth the desired itinerary as suggested by the intelligence community.

c. Subsequent negotiations with the Soviet Embassy resulted in agreement on itinerary and timing with the understanding that a US delegation would proceed to the Soviet Union in mid or late August, and a Soviet delegation to the US in the October-November period - both groups to stay for thirty days. The itinerary finally negotiated and agreed upon by both parties provides movement and opportunity for observation in the USSR which is believed to be one of the most meaningful yet to come out of the Exchange Program. It is the considered opinion of the Agency Specialists in this field (Messrs. []) that the reciprocal itinerary given to the Soviets in this country is a moderate price to pay for the advantages we will get in the Soviet Union.

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(ATTACHMENT SECRET FILE)

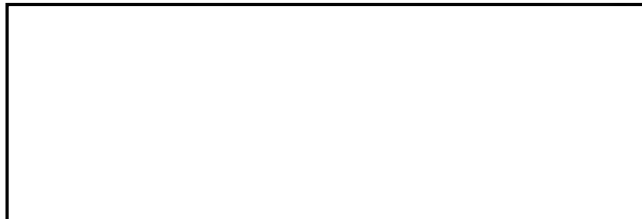
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State Department review completed

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d. A copy of a memorandum showing the itinerary in both countries is attached. The subject matter of the exchange, while not specifically named in the 1960-61 Exchange Agreement, is within the spirit and purpose of the Agreement and was negotiated by the Department of State in light of that Agreement.



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Enc.-As described above

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C O N F I D E N T I A L

29 July 60

MEMORANDUM FOR:

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FROM:

SUBJECT:

1. The proposed itineraries for the Inland Waterways Exchange Delegations (US and USSR) are as follows:

FOR THE US SIDE

Institutes: Moscow: Minister of Transport; State Institute for River Transport Planning; Scientific Research; Institute of Economics and Utilization of Water Transport; Leningrad: Water Transportation Institute

River trip from Gorkyi to Astrakhan, including observation of navigation facilities, river operations and port operations at Gorkyi, Ulyanovsk, Stavropol, Khubyshev, Stalingrad, Astrakhan and Lenin Canal and Rostov-on-the-Don, Northern Port of Moscow.

FOR THE USSR SIDE

Meetings with officials at the Department of Commerce and Headquarters for Planning and Operations of the Army Corps of Engineers, (Washington, D. C.); Army Corps of Engineers Waterways Experimental Station (Vicksburg); Headquarters, American Waterways, Inc., Lake Carriers Association, American Association of Port Authorities: Hydraulics Laboratory, University of Minnesota, (Minneapolis).

River trip, including observation of navigation facilities, river and port operations, from St. Louis to Baton Rouge, including Cairo, Vicksburg, New Orleans and Calumet Sag Canal and Chicago and Louisville.

C O N F I D E N T I A L

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FOR THE US SIDE

Ship Repair Yards and Ship Building Yards at Stavropol, Astrakhan, Kiev and Gorkyi.

Navigation Facilities at Kuibyshev, Stalingrad, Tsimliansk and Irkutsk; Seventh and Eighth Sluice Gates, Moscow

Facilities at Ust^o Bukhtarma and 4-lift navigation lock

Irkutsk Navigation Center and By-Passes.

FOR THE USSR SIDE

Ship Repair Yards: Calumet Yard Chicago; St. Louis Shipbuilding Company, Bridge Company at Nashville (Tenn. R) Navigation Facilities at Chain of Rocks, Gallipolis (recently constructed lock), Keokuk (Iowa) Sluice Gate

Ohio River system lock construction activities at Louisville, Markland, New Richmond and Greenup.

On the Mississippi River, open river work, revetement of banks by machine; above Baton-Rouge, flood control structures; at Old River, actual diversion.

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2. [REDACTED]

[REDACTED] The US delegation is tentatively scheduled to depart on or around 15 August 1960.

[REDACTED]
[REDACTED]
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CC: [REDACTED]
Action: Addressees
Info: [REDACTED]

C O N F I D E N T I A L

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Mr. Dulles:

AWJ/fmc

This information is in response to your query as to why the Soviets would want to examine our inland waterways system.

The attached memorandum gives a rundown on the negotiations. You will note that the Soviets made the first approach. Our people believe that the size and importance of their own inland waterways make them most interested in checking into the management of the American system. You will also note that this exchange would give us access to areas normally denied to many travellers.

WE

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